

AGC/WSDOT Structures Team Minutes

August 12, 2005

Members in Attendance

Attendees:	Company:	Phone:	E-mail:
Ayers, Scott	Wilder Const.	425-508-3246	scottaye@wilderconstruction.com
Case, Derek	WSDOT-NWR	425-433-2002	cased@wsdot.wa.gov
Brecto, Barry	FHWA	360-753-9482	barrybrecto@fhwa.dot.gov
Hilmes, Bob	WSDOT-ER	509-324-6232	hilmesb@wsdot.wa.gov
Smith, Tobin	Max J. Kuney	509-535-0651	tobin@maxkuney.com
Parrish, Kevin	Hamilton Const.	541-746-2426	kparrish@hamil.com
McCoy, Charlie	Atkinson Const.	425-255-7551	charlie.mccoy@atkn.com
Olson, Ryan	Mowat Const.	425-398-0205	ryan.olson@mowatco.com
Owings, Don	WSDOT-SWR	360-905-2093	owingsd@wsdot.wa.gov
Barney, Millard	Conc. Tech	253-383-3545	mbarney@concretetech.com
Schmidt, Virgil	WSDOT-HQ	360-705-7825	schmidv@wsdot.wa.gov
Sheikhzadeh, M.	WSDOT-HQ	360-705-7828	sheikhm@wsdot.wa.gov
Kapur, Jugesh	WSDOT-HQ	360-705-7209	kapurju@wsdot.wa.gov
Schettler, Jim	Jacobs Civil	206-382-6322	Jim.schettler@jacobs.com

The meeting started at 9:00 AM.

The previous meeting minutes were read and approved with minor revisions.

The following items weren't on the published agenda and were discussed before getting into the meeting agenda items.

a). The requirement for curing concrete cylinders will be withdrawn from the August amendment package to the Standard Specifications. Mr. McCoy will attend the October 6th meeting with WACA to discuss this proposed specification with the concrete suppliers from the general contractor's perspective. Charlie also commented that the concrete pavers did not request this change and the producers did.

b). Mo informed the committee that he had selected a project to demonstrate the proposed new curing specification for bridge decks, in the South Central Region for the fall. This new test specification will delete curing compound from deck curing and just use wet curing.

c). Mo said that the state is working on writing a new specification for the use of powder coating on metal surfaces in lieu of using the tradition three coat paint system.

d). LaFarge Cement is getting a large shipment of cement into Seattle from Taiwan; this should arrive in the next two weeks. This will be the first cement imported from Taiwan

in Washington that we know of. This should help to alleviate some of the cement shortages that have occurred in Eastern Washington.

e). There was a short discussion about a recent electrical mechanical bridge job advertised and opened recently. The state only received one bid and it was approximately 30 percent over the estimate. Most bridge contractors don't like bidding these jobs and it was also a busy time of the year when most contractors have a high workload.

Contact Lap Splices Std. Spec. 6-02.3(24) D

Jugesh talked about the national bridge design codes, and bridges interpretation of the code. Both AASHTO and ACI allow non-contact lap splices as long as the distance between the bars being spliced is no more than 6 inches maximum or 5 bar diameters, whichever is less. Jugesh stated that non-contact lap splices, although permissible per code, should not be encouraged. Jugesh thought the most critical non-contact lap splices were in the shaft to column connection.

Action Item: Mo will redraft the Std. Specifications to allow the non-contact splice.

Seismic Retrofit BSP Draft Updates

Mo handed out the BSP's for seismic retrofits with the changes made at the last meeting highlighted in blue.

Jugesh said he would look at why we have a 7-day compressive strength requirement for grout in column jacketing grout.

Page 2 of the handout quantified when the state will pay to have the column jackets fabricated long, and pay for this over fabrication, essentially when the region doesn't want the footing of the column excavated so that a precise column length can be determined, such as when this excavation would disrupt traffic.

Removed the bush-hammering requirement for roughening a surface in BSP 2300407.GB6 so it follows more closely with the removal specification that was rewritten about two months ago.

Action Item: Jugesh is going to see if we can delete the 7 days grout strength requirement on column jackets.

Vibration Monitoring for Piles

Mo is going to look at making these Std. Spec's 6-05.2(11)H a part of the newly written vibration specification.

Action Item: Mo is going to include this spec. in the new vibration specification for newly placed concrete.

Use of Flame Torches for Trimming Rebar

There was a discussion about cutting reinforcing bars in the field with a cutting torch, and whether this had been a problem. The standard specifications don't deal directly with this issue. This is ok as a construction practice, but care needs to be exercised so as to not damage other steel in the area that the steel is to be cut.

Action Item: Mo will add some information to the construction manual on using a cutting torch to cut reinforcing steel on the jobsite.

Use of Stay in Place Deck Metal Forms

Mo showed several pictures of stay in place galvanized metal deck forms in use, these exhibited a lot of corrosion and rust bleeding on the superstructures. WSDOT doesn't allow stay in place metal forms, because water and salts can be trapped between the form and the concrete soffit resulting in reduced life expectancy of the concrete deck. Also, stay in place metal forms prohibit under the deck routine inspection. Kevin mentioned that the s.i.p forms are a great time saver for bridges over wetlands and traffic and the stripping cost savings would be beneficial to the owner.

Action Item: No further action needed

Removal of Falsework page 6-63 of the Std. Spec's

A discussion ensued about the interpretation of the standard specifications concerning what a side form is and the std. Spec's allowing the stripping of side forms in one day and 1400 psi if dense plywood or steel forms are used. The discussion centered on if you had a tall column and if you could strip it in one day. Then there was also some talking about how to cure a tall column if the form was removed.

Action Item: Mo is going to look at curing of columns and stripping of column forms.

WSDOT's New Precast Girders

Jugesh gave a presentation of the various prestress girders that WSDOT has as standard shapes. One comment from the group was that the 42" deep pre-stressed girder was not deep enough to allow for use of overhang deck brackets. Also, ODOT only connects every two adjacent voided slab sections together and not the entire section, resolving the alignment issue of connection holes.

Action Item: No action is needed. Kevin will fax the ODOT voided slab details to Mo for information.

The meeting adjourned at 12 noon.

Next meeting is scheduled for **September 9, 2005**